

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:55 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 963 Const Calendar Day: 511 Date: 28-Oct-2013 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Wilcox, Jason

Approved Date:

16-Nov-13 Status: Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00"

Condition Partly cloudy

Working Day ☐ If no, explain:**Diary:**

Dispute

Work description.

// E2 Cap Beam Shear Key Retrofit //

- Harris Salinas continued to place reinforcement in the S1 Shear Key retrofit East wall. HSB and SDI ironworkers have completed work in this area with the exception of assisting Conco installing Through Cap tendon trumpets, bearing plates, and blockouts.

- ABF ironworkers spent most of their day working on the travelers. Also assisted the subcontractors with their operations at the E2 cap beam.

- Four Conco carpenters/laborers placed Masterflow 928 grout per Submittal 2914R00 in between the E2 concrete surface vertical face and the S2 NE/SE Lower saddle segments. Smith Emery technician Sal Merino was onsite to perform tests on the fluid grout. The grouting operation began at 8:45am and was completed at 10:05am. The ambient temperature at the beginning of the operation was 52F under partly cloudy skies with a grout temperature of 58F. The efflux time after mixing 5 bags of cementitious grout and 6.31 Gallons of water was 43seconds. Smith Emery made 12 grout cube samples for compressive strength tests and Caltrans made 3 cubes. Specific gravity of the mixed grout was 2.25 yielding a unit weight of approximately 140pcf.

- See Brian Wolcott's diary for all of ABFs labor/equipment and Pier 7 operations. See Pamela Gagnier's diary for Conco/Harris Salinas's labor/equipment/operations at the E2 cap beam. I am responsible for tracking Schwager Davis personnel, equipment, operations, and checking PT duct placement. SDI ironworker Ron Bergen was onsite for assisting Harris Salinas installing duct and other PT hardware.

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

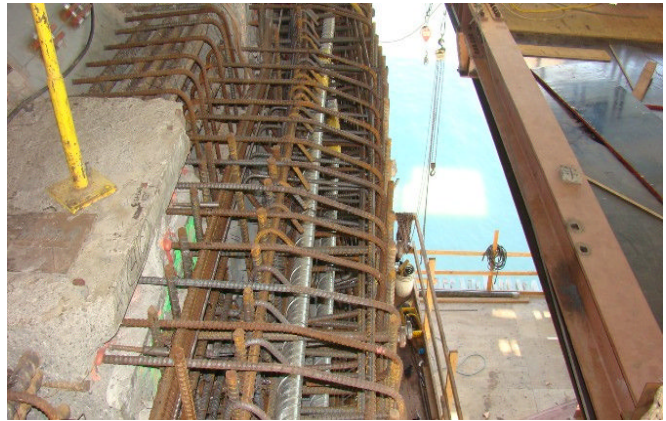
Diary #: 963

Date: 28-Oct-2013

Monday



Slight deviation in vertical spacing of the TL7 and TL8 S1 East tendons of 430mm due to saddle rung conflict.



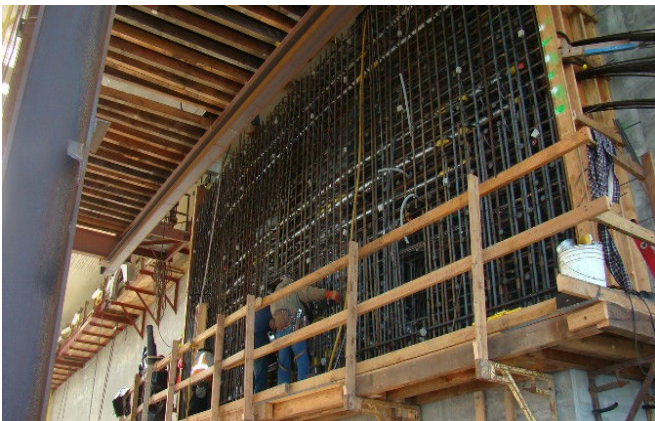
The "jog" in the S1 TL8 East tendon of 470mm from existing concrete instead of 400mm due to the saddle rungs approved by Pamela and TY-Lin.



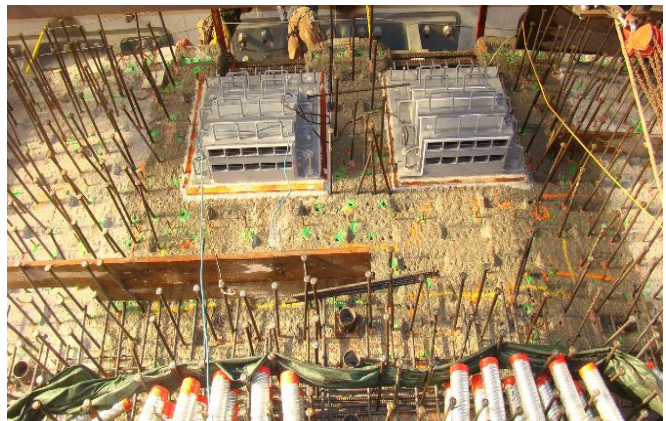
Formwork nearly completed on the S1 Shear Key retrofit West wall.



Fluid grout in the north side pocket of chipped concrete near the S2 SE lower saddle segment.



Progress of the S1 East wall prior to placing formwork for the scheduled concrete placement early Saturday morning.



The S2 lower East saddles formed along the perimeter, water soak tested, and ready for placement of grout.